

## THE FINANCIAL SITUATION.

The unfavorable influences that have for a month past induced conservative operators to great caution in their ventures in the stock market culminated last week in a prolonged liquidation of holdings by unwise and belated speculators for the rise. The resultant fall in prices was severe, but considering the weak speculative position that was developed at such times, it was not greater than anybody familiar with Wall Street might have expected. The same procedure that since the middle of June has looked askance at any upward movement in securities, bearing in mind the uncertainty of agricultural conditions and the precarious state of the money market, now inclines to question very seriously whether the receding quotations that have been recorded have not for the present, at least, discounted all the evils that have happened and the dangers that threaten. It is as easy to overdo the business in one way as in another, and the latter, in fact, is more likely to be the case. The market has been in a state of confusion for many weeks. This represents about as much loss in value to the securities concerned from the known facts regarding the failure or partial failure of the corn crop in two States south of the Iowa and Nebraska line, as can clearly be figured out. The stock market a week ago to-day opened under the twin shadow of a bad bank statement and the announcement of a vigorous currency program by the Atchafalaya railway. Then followed in quick succession gold shipments to Europe, talk of a general strike among the iron and steel workers and a vague story of a recurrence of the Northern Pacific trouble, but all these considerations were quickly dwarfed by the fact that the weather in the lower corn belt, which until Saturday showed no signs of relief, and, beyond any doubt, has worked damage to the growing staple in that region. It then became apparent that there were a large number of thinly margined individual purchases of stock held in commission houses, as well as open transactions of larger and more powerful operators, which were vainly waiting "public buying" or the philanthropic and muscular determination of Mr. Morgan to "put 'em up," or the efforts of similar fairy prophecies, which are often heard of in Wall Street. These accounts had to be closed and they were closed.

Analyzing the adverse factors that are in evidence, it must be said, first, that the enforced liquidation has taken place has put the money market in a state of confusion. The medicine has been unpleasant, but it has been effective. The \$10,000,000 reduction in loans made during the week left Stock Exchanges houses in easy condition; while the banks discovered, if only by the changed figures of bookkeeping, that they had plenty of cash on hand. New York exchange in interior cities has been in a state of confusion, plainly indicating that money is pointing the way; while the exceptional circumstances under which the Government has been a heavy drawer of money from bank reserves here are probably over. The larger share of the money contributions from the banks to the Government last week were on account of the statements caused by the withdrawal of the internal revenue funds. Money will flow to the interior at the proper season for crop-moving purposes; but there is much more money to spare now than there was. Time alone can tell whether the rate-cutting which was proclaimed by the Atchafalaya people and was almost immediately revoked, will grow general and will become serious enough to do real harm, or whether the force of "community of interest" must undergo what when railway earnings fall off and traffic agents begin unpropitiously to fight each other for the business that has become too small to afford a profit for all of them. If the first interests which have lately allied themselves in harmony are really great enough to act liberally with each other and strong enough to enforce this law upon their ambitious subordinates, all will be well; if not, there will be disaster. The present difficulty seems to be not lack of business, but exasperation on the part of the Atchafalaya managers over the work of that chronic trouble-maker, the Chicago and Great Western Railway. The leading officials of all the roads, including those of the Chicago and Great Western, have come together and have declared that there will be no more rate cutting in future. It is understood that concessions have been made to the Great Western. But the chances are that the Great Western will continue to be a trouble maker as long as it maintains a separate existence, and will have to be played or crushed, or absorbed into another system.

The opinion of good judges in Wall Street at the close of the market on Saturday was, that the popular idea of the damage to the corn crop was an exaggerated one, and that much of the decline in the security market had been caused by a few sensationalist. A demonstration of the unsubstantial character of this talk was afforded by the drop of four cents a bushel, in considerably less than four minutes, in the price of the leading corn option in Chicago on Saturday morning, upon the mere rumor of small rains in a part of the corn belt. Of course, the decline was not permanent, and, thoroughly sound basis, a little rain in Iowa at this time would not have so affected the price of the article. When it is all over, it will probably be found that the speculators in the Chicago corn pit must bear their share of responsibility for many of the tales of devastation that have been set afloat. It was also the general agreement in the Street that there was altogether too much company on the short side of the market, in the stocks of the corn-carrying roads. Company on the long side of the market is an excellent thing, but on the short side it is bad. Let it be admitted, for instance, that all of the Atchafalaya's prospective corn tonnage next year has been covered by the market, it should be remembered that corn supplied the year before less than 9 per cent of the Atchafalaya's traffic. The road derived an enormous revenue last season from wheat, especially winter wheat, yet in the coming season, this revenue will be greatly enlarged. Winter wheat has begun to move over the Atchafalaya and in a fortnight will be moving in volume.

It is a very careless investor who will allow himself to be governed in his attitude toward the Atchafalaya and similar properties just at this time by the one consideration of the supposed damage suffered by the corn crop. He should bear in mind that the corn crop is as yet neither more nor less than a speculation, that the damage was much less than indicated or that even where the damage was considerable other circumstances, such as the abundance of other crops and the profitable character of general business, have made the loss that accrued, as measured in railway earnings, very small. Sometimes, indeed, it has happened that there was no loss at all, as compared with previous years. All indications now are of course that some of the misguided employees in some of the mills of the United States Steel Corporation will leave their work this morning at the best of the labor agitators. The great majority of the company's workmen are non-unionists and only a few of the unionists are involved in the controversy. But every sensible business man as well as every self-respecting American knows that it would be better a thousand times for the stockholders of the United States Steel Corporation and for the general interest of the country that it simply a few of the unionists who are the company should be closed and that every

one of its workmen should go out rather than that the union should be made to demand of a labor union the most preposterous and shameful ever presented on this side of the Atlantic. The trouble is not over wages. The company pays the full union wage and in no instance more. It is not the recognition of the Union. The company's officers have freely conferred with the heads of the Union and have expressed their willingness that union organizers should have entire liberty in the company's shops in efforts to induce non-union men to join the union voluntarily. But the company has refused to recognize the union plants as a whole and in a body, that is, compel thousands of its employees, by far the greater portion of its men in fact, who are non-union men, to become unionists against their will. The course of the whole country must rise against so infamous a proposition and investors must see that if it were tamely acquiesced in the doctrine of general recognition of the union and its reduction to the English level of comports, ignorant and utterly unprogressive workmanship would be almost accomplished.

Throughout the decline of the week the bond market was firm and even strong, an indubitable proof of the sound investment position of the market, whatever may have been the uncertainty of the securities. There was there the slightest change in the wholly prosperous character of general business conditions. The story that the Northern Pacific quarrel had broken out again was a fable that probably found few real believers. The only instance of anything approaching hostility in the financial community just now is the unwillingness of the Pennsylvania road people to assent to the Gould scheme for an entrance for the Missouri Pacific system into Pittsburgh over the Washburn road. Here again, diplomacy is at work, and the matter is being discussed in a perfectly friendly manner by the parties concerned. It would not be safe to make a bet that warfare will come out of this. In the pronounced weakness on Friday and, for that matter, through the week, there was the best buying of Union Pacific, of St. Paul, Sugar, Metropolitan Traction and Atchafalaya preferred. These stocks bore every evidence of steady accumulation.

PHILIP KIRK.

## FINANCIAL AND COMMERCIAL.

## UNITED STATES AND STATE BONDS.

Sale.	Name.	Open.	High.	Low.	Close.
1000	U.S. 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	U.S. 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	U.S. 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	U.S. 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	U.S. 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

## RAILROAD AND OTHER BONDS.

Sale.	Name.	Open.	High.	Low.	Close.
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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Sale.	Name.	Open.	High.	Low.	Close.
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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Sale.	Name.	Open.	High.	Low.	Close.
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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Sale.	Name.	Open.	High.	Low.	Close.
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
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1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2
1000	Atchafalaya 4s 1000	108 1/2	108 1/2	107 1/2	107 1/2

100 S Pac 44s 100	90M	100	90	90M	
40 S Pac 44s 92M	92M	93	90M	91M	
100 S Pac 44s 91M	91M	93M	91M	91M	
19 SL&S Gen 110	110M	110	110	110	
10 SL&S Gen 110	110M	110	110	110	
10 SL&S Gen 110	110M	110	110	110M	
2 SPD Ad 100	102M	102M	102M	102M	
2 SPD Int C & P					
100 SL&S W 100	100M	100M	100M	100M	
100 SL&S W 100	100M	98M	97M	97M	
842 SL&S W 70M	70M	70M	70M	70M	
2 SPD Ad 100	100M	100	100	100	
91 San A & A P					
100 S B 80s 87M	88	88	88	88M	
94 S B 80s 118	118	118	117M	117M	
2 South Ry 80s 117M	117M	117M	117M	117M	
7 Stan R A 100	90M	94	90M	90M	
100 S B 80s 118M	118M	118M	118M	118M	
ST W 80s 92	92	92	92	92	
7 Toledo Cent 113	113	113	113	113	
9 Toledo Cent W	114M	114M	113M	114	
98 T & O 100	100M	100M	100M	100M	
4 T & O R D					
BC&Is 103M	103M	103M	103M	103M	
10 T.S.L&W Int 84M	85	84M	84M	84M	
910 Union 100	100M	100M	100M	100M	
9192 U Penn 80	100M	100M	100M	100M	
3c Washab Int 118	118M	118	118M	118M	
897 Wash Del SD 64M	64M	64M	68M	60M	
3 Wash Del 114	114	114	112	112	